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SUPPLEMENT TO  
REPORT NO. [REDACTED]

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THIS IS UNEVALUATED INFORMATION

1. Between 2 and 4 p.m. on 26 July 1952, two twin-engine aircraft with double rudder assemblies crossed within 10 minutes of each other over an airfield apparently located west of Poznan (P 53/X 26). Another plane of the same type engaged in aerobatics with much skill over the town area for about 90 minutes. (1)
2. On 27 July 1952, [REDACTED] the train leaving Minsk (R 53/L 36) that three very fast single-engine aircraft with in-line engines banked over a presumed airfield north of Minsk. One of the planes had a red star. (2)
3. On 31 July 1952, no aircraft were observed at Biala Podlaska airfield. The steel frame of a hangar, about 40 meters square, was completed. Mason work was started on the brick walls. The eastern third of the runway was apparently completed, while workers, machines and vehicles were observed in the central section of the runway. No large piles of construction material were observed at the railroad station or at the field. Excavated earth was transported on the field by horse-drawn vehicles. The work force apparently did not exceed 100 men. [REDACTED] a residential block for Polish Air Force personnel had been built within a short time in the slightly wooded area west of the hangar. Four modern four-family houses were observed from [REDACTED] (3)

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1. In June 1952, the former Malaszewice (S 53/I 77) airfield was in a poor condition, and the buildings were destroyed. (4)

2. In June 1952, work was being done on a spur track to Warsaw-Bornerowo (E 53/P 99) airfield which is located near kilometer marker 6 of the Warsaw-Frankfurt/Oder (O 53/V 63) railroad line, from the Vistula River bridge in Warsaw. The new railroad line from the Golabki shunting station, southwest of Bornerowo, to Gdansk railroad station in Warsaw, extends south of the field, about 50 meters from the main entrance to the field. A large settlement of about 300 houses, allegedly for Russians, was constructed west of the field. Only Polish Air Force soldiers were observed on the approach road to the field, which passes under the railroad line. (5)

3. On 29 May and 4 July, Kunowice (O 53/V 73) airfield was unoccupied. It appeared to be in good condition. There were concrete runways and taxiways which were partially covered with grass. (6)

4. On 30 May 1952, five twin-engine planes with double rudder assemblies, similar to the Soviet Pe-2 plane, with Polish national emblems on their wings, were observed taking off apparently from Sochaczew (C 53/P 48) airfield. (7)

5. On 1 June 1952, Brest North (S 53/I 87) airfield was occupied by three biplanes. A radio truck with an extended rod antenna was observed at the edge of the field. Up to three courier planes, usually of smaller types, monoplanes and biplanes, were observed landing at the field. (8)

6. Up to November 1951, 2 hangars, 1 low brick building with a tower about 5 meters high and 10 wooden temporary buildings, which were erected after the war, were observed at Gdansk-Wrzeszcz (O 55/I 43) airfield. The runway extended from these buildings to the west, along the shooting range slightly to the north, almost as far as the streetcar line to Gietrzkau. It was about twice as wide as a highway. In the summer of 1947, a Polish military construction unit was assigned to widen the runway and to cover it with an asphalt layer. In the extension of the runway, there were the westernmost houses of the Brzezno Gdanskie town sector which extended to the west. Aircraft observed at the field included 8 to 10 biplanes parked south of the target range which is on the eastern edge of the field and about 3 monoplanes apparently with in-line engines and occasionally referred to as Ju-52s just northeast of the flight control building on the southern edge. Flying was practiced by a few aircraft which took off and landed individually and usually circled over the field. The planes occasionally flew over the Baltic Sea. All the flights observed lasted only a short time. Small groups of 15 to 20 men were observed several times around biplanes probably for instruction purposes. The Poles erected sentry boxes about 200 meters apart along the field boundary. These boxes were apparently occupied. (9)

7. The former German airfield near Omet (P 51/I 25) was unoccupied between 1945 and December 1950. The small buildings at the field which had been destroyed at the end of the war were not yet reconstructed. No Polish or Soviet soldiers or aircraft were observed at the field. (10)

8. In October 1951, [redacted] nine aircraft flew in three V-formations aft of each other north of Warsaw-Sluzewiec Camp (R 53/L 08), heading west to southwest. They flew at an altitude of 200 to 300 meters and comparatively slow. The aircraft were twin-engine, low-wing monoplanes with radial engines, single rudder assemblies which sloped to the rear, a row of cabin windows and a step in the upper section of the nose. The aircraft had red Soviet stars on their rudder assemblies and under their wings. A group of 1 to 10 men with white parachutes jumped from each plane almost simultaneously, 1 to 2 km west of the camp. The dropping of equipment was not observed. After the descent of the parachutists, the aircraft turned to the north, broke formation and headed north-northeast. [redacted] comrades who had been in the camp for a longer time, such parachute exercises were repeatedly observed in

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[redacted] Contents.

(1) It is believed that Poznan-Lawica airfield is being used. The type of the aircraft at the field is not known. The present report indicates that a Polish training unit is probably located there.

(2) These aircraft are believed to be stationed at Minsk-Janow airfield which is located along the Minsk-Kaluszyn road. The field is probably occupied by a Soviet fighter or training unit.

(3) According to a previous report [redacted] Biala Podlaska airfield was occupied by 13 to 15 biplanes although work was being done on the east end of the runway. Previously, a Polish pilot school was believed to be located at the field. It is believed that this unit was temporarily transferred to another airfield until the completion of the runway. For sketch of airfield, see Annex 1.

(4) [redacted] previously reported that Malaszewice airfield is again in operation. [redacted] In the meantime, [redacted] confused this field with the airfield near Biala Podlaska. From the present report it is believed certain that Malaszewice airfield is not being used.

(5) For location sketch of Warsaw-Mornerowo airfield, see Annex 2. This sketch shows that the new freight circuit between the Olabki shunting station and Gdansk railroad station extends along the southern edge of the field so that the airfield may be observed from that side. The report confirms that the field is occupied by Polish Air Force units and Soviet units.

(6) Kunowice airfield near Frankfurt/Oder is generally used only by courier planes. Since the field was temporarily occupied by about 20 single-engine fighters in December 1951, it is believed suitable for occupation by an air unit.

(7) Szczecin airfield still appears to be occupied by a Polish bomber or training unit. [redacted]

(8) This is the first report on West Berth airfield since 1951. The small airfield is probably suitable only for sports planes and courier planes.

(9) The description of Gdansk-Urzescz airfield generally agrees with available information. A runway is believed to exist there. The field is probably used by aircraft of the Polish Air Company LOT. A training unit of the Polish Air Force is apparently also stationed there, but a tactical unit is not believed to be located there.

(10) This is the first report on the former Omet alternate airfield which is located 20 km south of Opole (F 51/J 17).

(11) Warsaw-Cluzewiec prison camp is located east of Warsaw-Czecie airfield (F 53/P 96). The parachute jumps were probably made in the vicinity of this airfield which is not believed to be occupied by Soviet units. From their description the aircraft are believed to be Li-2s or Il-12s. The home base of the aircraft is not known.

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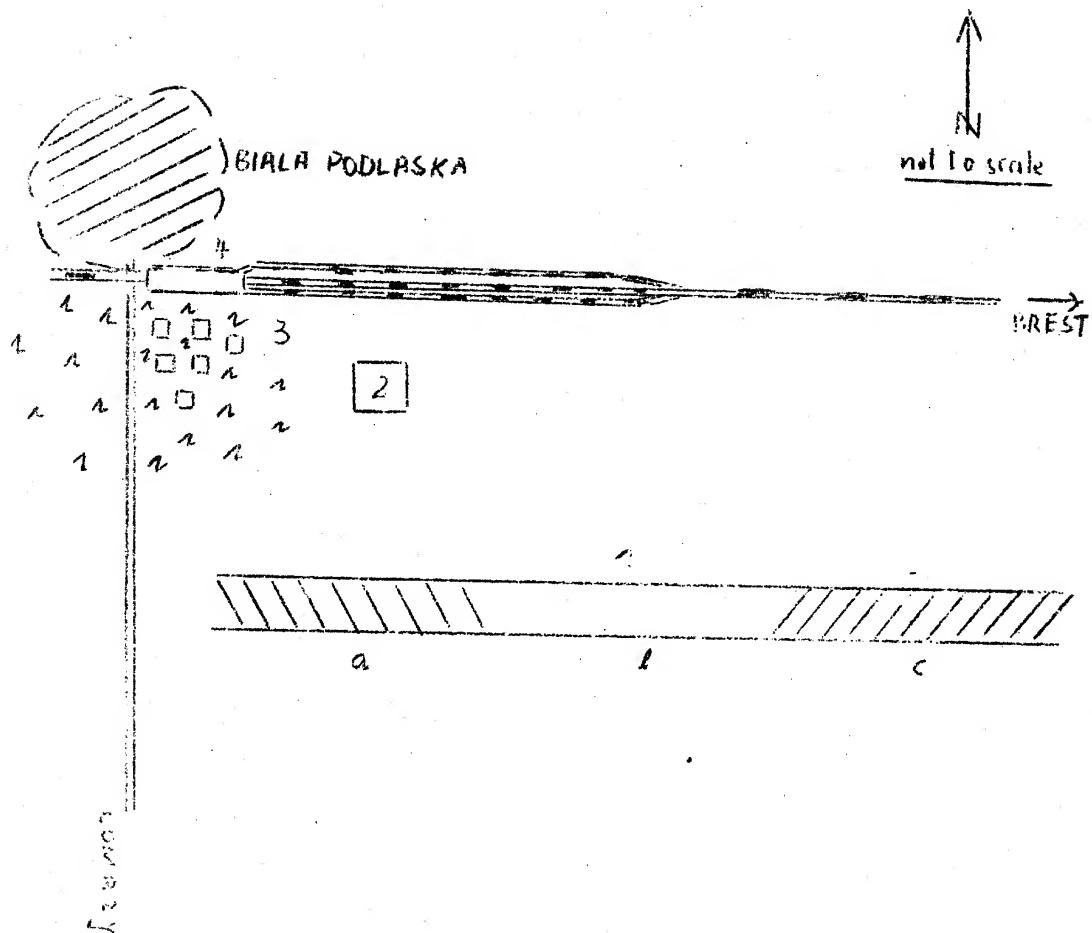
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## Annex 1

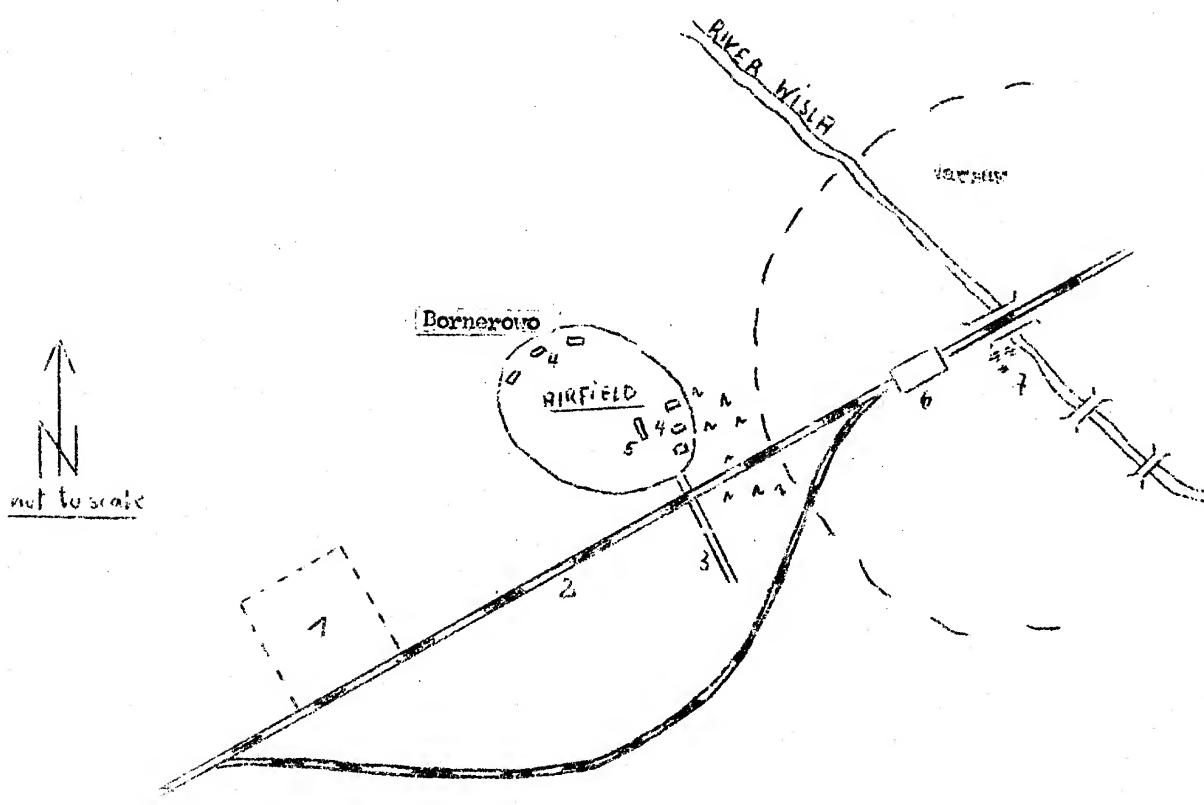
Biala Podlaska Airfield

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## Legend:

- 1 Runway
- 2 Grass cover
- 3 Under construction
- 4 Concrete
- 5 Hanger
- 6 Settlement
- 7 Biala Podlaska railroad station

Location Sketch of Warsaw-Bornerowo Airfield

Sieradz

## Legend:

- 1 Russian settlement of about 300 houses
- 2 New freight circuit
- 3 Approach road to airfield
- 4 Hangars
- 5 Tower
- 6 Gdansk railroad station
- 7 AA gun emplacements

Sieradz